

THE TECH

VOL. XXX. NO. 17

BOSTON, MASS., MONDAY, OCTOBER 24, 1910

PRICE TWO CENTS

LONDON WATER SUPPLY TO BE DESCRIBED

Profs. Sedgwick and Porter will Speak at First Biological Society Dinner

Tuesday night, at the Union, the Biological Society will give its first dinner of the year. Professor Sedgwick, who will be the first speaker of the evening, will describe his experiences in Europe and then tell in some detail of the Metropolitan water supply of London. While Professor Sedgwick was abroad recently, he spent a month in Greece and then visited Constantinople, Buda Phest and Fiume. The next month was spent in Dalmatia, Montenegro, Bosnia and Herzegovinia, and after that Italy and the historic towns of the Adriatic coast were visited. Professor Sedgwick also visited San Marino, the oldest and smallest republic in the world, and spent a month in the Italian Alps and Switzerland. Finally he went to England, where he attended two important sanitary congresses and made some examinations of the London water supply.

Professor Porter will also speak, though he has not as yet announced his subject. This talk will be significant of the added interest this year of the students of Course XI in the society.

The second and third year men in Courses V, VII and XI, whether members or not, are especially urged to come to this dinner, and men from other courses who are interested are welcome.

They have resolved to abolish Greek letter fraternities at the University of Mississippi.

At Syracuse University \$50,000 has been raised for the purpose of beautifying the campus.

CALENDAR.

Monday.

1.00—Theatre Tickets on Sale—Rogers.
4.00—Crew Practice.
4.00—1913 Football Practice—Oval.
4.00—1913 Relay Practice—Field.
4.00—1913 Tug-of-War Practice—Gym.
4.00—1914 Football Practice—Field.
4.00—1914 Relay Practice—Field.
4.00—1914 Tug-of-War Practice—Gym.
4.15—Technique 1912 Meeting—Union.

Tuesday.

1.00—Theatre Tickets on Sale—Rogers.
4.00—Crew Practice.
4.00—1913 Football Practice—Oval.
4.00—1913 Relay Practice—Field.
4.00—1913 Tug-of-War Practice—Gym.
4.00—1914 Football Practice—Field.
4.00—1914 Relay Practice—Field.
4.00—1914 Tug-of-War Practice—Gym.
6.15—Biological Society Dinner—Union.

Wednesday.

1.00—Theatre Tickets on Sale—Rogers.
4.00—Crew Practice.
4.00—1913 Football Practice—Oval.
4.00—1913 Relay Practice—Field.
4.00—1913 Tug-of-War Practice—Gym.
4.00—1914 Football Practice—Field.
4.00—1914 Relay Practice—Field.
4.00—1914 Tug-of-War Practice—Gym.
4.00—1911 Nominations for Class Officers Close.

ANNUAL FALL HANDICAP AGAIN WON BY 1912 SENIORS CLOSE SECOND WITH BUT TWO POINTS LESS

Hard Fought Quarter Feature of Meet—Bonney Shows Surprising Form, Winning Two-Mile Race—Individual Honors Go to Salisbury and Clark

The annual Fall Handicap Meet Saturday resulted in a close contest between the two upper classes, with the Juniors finally coming on top with a score of 53 points against 51 for the Seniors; 1913 came third, with a 32 score, while the Freshmen collected only 14. The meet last year was also won by 1912, with a score of 46½, while 1911 stood third.

Captain Salisbury was the individual star of the meet, winning first place in the quarter and second position in the 100 yards and in the pole vault. C. C. Clark 1911, took second honors by winning the century sprint and placing third in the furlong. T. H. Guething 1914, a former Exeter man, was by far the best of the Freshmen entered in the meet, carrying off second from scratch in the 440 and also taking second in the broad jump, and fourth in the shot-put.

No records were endangered Saturday afternoon, but the times made were good, particularly in the half-mile and quarter. Careful handicapping resulted in exciting finishes in all the track events.

Three preliminary heats were run in the hundred. C. C. Clark 1911, took the first heat, and C. E. Trull 1913, came second. The second heat was unusually close. W. C. Salisbury 1911, and J. S. Grant 1912, finished so that the watches failed to show any difference in times, registering 11 seconds flat for both. The two men qualifying in this heat were P. D. White 1911, and J. J. Strachan 1913. R. H. Gould 1911, was just a fraction of an inch behind Strachan at the tape. In the final heat, Clark beat Salisbury by a scant margin. Trull, the crack Sophomore sprinter, failed to place, coming in fifth.

In the mile, R. D. Van Alstine 1911, and W. S. Davis 1911, started from scratch.

In the first lap H. S. Benson 1912, starting from the 12-yard mark, forged to second place, took the lead on the turn and held it throughout the lap.

At the end of the first half-mile Benson was leading with R. M. Ferry 1912, second.

The others were well bunched, and Davis and Van Alstine, who had been running together, were gaining rapidly.

These two took the lead on the back stretch, and Davis began to pull away from Van Alstine, who was being pressed by Benson.

In the final lap Davis, who was running strong, increased his lead, Van Alstine began to fail, allowing Benson to pass him half way down the back stretch,

and then on the turn he fell behind Milliken and Ferry.

The 120-yard high hurdles were easy for W. J. Pead 1911, and J. S.

Grant 1912 made a bad second. The 220-yard hurdles were a little closer,

but Grant had a good lead on Cummings and Pead, the scratch men.

The two-mile was one of the chief surprises of the whole meet. E. W.

De Witt 1911, took the lead on the first lap, and during the second G. E.

Shedd 1914, closed up rapidly, with

R. D. Bonney 1913, close behind. E.

E. Ferry 1912, who was running fifth, moved up one place, passing Cooley.

Bonney took the lead in the third lap, and Shedd passed De Witt.

At the end of the first mile the order was Bonney, Shedd and De Witt. H. G.

Watkins 1912, the scratch man, who had been running last and making no

effort to close up, now began to increase his speed slightly, passing Cooley. Shedd took the lead from Bonney in the fifth, and Watkins continued to close up. In the sixth Shedd was 20 yards in front of Bonney, and Ferry passed De Witt. On the back stretch Watkins was closing fast, but still 100 yards behind Shedd. At the end of the seventh Bonney was shortening Shedd's lead. Watkins passed De Witt and started his sprint, passing Ferry on the back stretch, but Shedd and Bonney were too far away, and his sprint came too late. Bonney began to fight with Shedd for the lead and passed him on the straightaway but 20 yards from the finish.

The interest in the quarter centered on the two scratch men, T. H. Guething 1914, and W. C. Salisbury 1911. Guething won the toss for the pole, and at the crack of the gun they raced side by side. At the 220-mark it seemed that Salisbury had a shade the better, but he was unable to get the pole on the back turn. At the finish he was only a couple of yards in front of the crack Freshman. The time of 53 1-5 seconds was remarkably fast.

The first quarter of the 880-yards' run was unusually fast. E. T. Marceau 1912, took the lead at the start of the second lap, leaving the others well bunched. On the last 220 yards, L. O. Mills broke away from the bunch, followed by P. S. White 1911. On the final stretch it was evident that Marceau was the only possibility for first place, having a lead of nearly 25 yards. White was gaining rapidly on Mills, and up to just before the finish they were racing side by side, and it was less than two yards from the tape when Mills pulled a shade ahead.

The high jump went to P. W. Dalrymple 1912, the scratch man, with a jump of 5 feet 7½ inches. R. H. Gould 1911, came second with an actual jump of 5 feet 4 inches.

In the broad jump, F. J. Shepherd was pushed hard for first by Guething, who had a handicap of three inches. Shepherd was scratch man, and his jump was 19 feet 2 inches, leaving just an inch margin over Guething's actual jump of 18 feet 10 inches. McLeod 1912, was the only other man entered in this event. His jump was 18 feet 5 inches.

E. Mangan 1912, carried off the pole vault, aided by a handicap of 11 inches. W. D. Allen 1911, and W. C. Salisbury 1911, both cleared 10 feet 6 inches. Salisbury failed at 10 feet 9 inches, while Allen passed, failing on three times at 11 feet. Salisbury's handicap of two inches gave him second place over Allen, who was scratch man.

The preliminary heats were run in the furlong. The first heat was won by B. S. Mundy 1913, with C. E. Trull 1913, and G. B. Cummings 1911, second and third, respectively. The time was 24 seconds flat. C. C. Clark 1911, led in the second heat, followed by J. J. Strachan 1913, and H. S. Benson 1912. Time was 23 3-5 seconds. In the final heat Trull beat out Strachan. The first, second and fourth places in this event were won by members of the Sophomores' relay team, and of

CRITICISM OF AMERICAN ARCHITECTURE

Mr. E. N. Flagg Says Lack of Proportion is Greatest Fault

With an attendance of nearly seventy-five men, the first smoker and social meeting of the Architectural Society was a great success. The society was very fortunate in having for speaker Mr. Ernest Flagg. Mr. Flagg is one of the best known architects in the country, being a graduate of L'Ecole des Beaux Arts, and the designer of the Singer Building in New York, Brooklyn Bridge, the Corcoran Art Gallery in Washington, and many other notable public buildings. Mr. Flagg deplores the lack of sense of proportion of architecture of today, and his talk was in the nature of a warning to young men who are studying architecture to avoid the ridiculous and effected styles which are now much in evidence. Mr. Flagg's talk may be summed up as follows:

The greatest fault of the present day architect is his absolute lack of sense of proportion. When a man of artistic sense sees a railroad station built on the plan of a gothic temple, he is shocked. In the same way the presence on a building of huge stone pillars with terra cotta capitals, is also absurd and out of place. They are just as ridiculous as a locomotive in a medieval church. Works of art must be true to the use made of them. No copy or adaptation can stand as a work of art. What was artistic in earlier times may have no place whatever in modern construction. Many rich men turn to the arts as a hobby, and commit such unpardonable errors as ornamenting their grounds with ancient tombs. One rich man purchased some very costly Italian statues, which he set out in his court yard, and then used them for target practice, shooting at them with a rifle.

Another way in which modern architects offend the sense of proportion is by not making the exterior and the interior of a building agree. In this country, also, city streets are not in proportion to heights of buildings lining them. The French have the most highly developed sense of proportion, and employ it in their buildings, and the construction of buildings adjoining each other. The French are rightfully the successors of the Greeks.

When there is a change in constructive methods there should be a change in the style of architecture. One would naturally suppose, therefore, that when steel began to be used there would be a change, and the massive walls hitherto necessary to strength would be done away with. But this has not been the case in this country, though several French architects have recognized the fact, and are using terra cotta and glass artistically wrought and colored in their steel building construction.

The horizon of the designer widened when books of travel began to be published, and architects began to copy. Even France did not escape this evil. The French school is just beginning to have its effect in this country, through men who have gone to Paris and studied. Light is beginning to break in this country, and when it does we will make progress. Design and construction must go hand in hand. Our guide should be "plain common sense."

(Continued on Page 2.)

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MONDAY, OCTOBER 24, 1910.

Year in and year out odors continue to arise in Westminster-Engineering alley. Editorials are written; complaints are lodged; petitions started while faculty, students and janitors continue to hold their noses. Where is the secret?

Ah! we have it. It is a time-honored tradition—one of the very few that seem to be able to hover around in our atmosphere. Therefore we must not abolish such a sacred institution.

In fact, it does not now receive all due recognition, such as befits its beneficent characteristics. Those who do not have the pleasure of noticing this relic of relics by residing or passing on the north facade of our lettered engineering building should become acquainted with it. Let those who appreciate the aesthetic sense in sanitation not reserve all their powers of expression for the class room. Why should our powers be hid beneath a bushel? Our columns are hereby thrown open to effusions such as are befitting our one time-honored, sacred, beneficent ——!

**POST AND HAWLEY,
BALLOONISTS, ARE LOST.**

**America II Is Still Unreported and
Fears Are Entertained For Its
Safety.**

Practically every inhabited spot in middle Canada, from the islands of the Great Lakes to the Arctic circle, however isolated, is, or within 48 hours, will be alert to ascertain the fate of the aeronauts who drifted away from St. Louis last Monday aboard the balloon America II, in the international race. Up to a late hour last night Allan R. Hawley, pilot, and Augustus Post, aid, of the American Aerostat, have not been heard from.

Realization that each hour means lessened probability of escape from inevitable rigors and dangers of the wild regions into which the sky-racers probably have been carried, has made the search strenuous and serious. The hardships today recounted by the America's crew who upon landing in the Algoma district who were confronted with a wild bison and who fought for many hours through blind forests and across streams before reaching civilization brought to many the first realization of the hazards attending those unprepared and unprotected in the vast unopened areas

to which those striving for distance records may have been tempted.

Indian runners, forest rangers, frontier constables, Canadian mounted police, lighthouse keepers along lakes, trading and hunting camps, railway construction gangs, and lake patrols have had instructions and are on the lookout. The vastness of the territory has made the sending out of searching parties seem impracticable to many government officials, and it was said tonight that nothing would be done in that direction pending the arrival, probably tomorrow, of a representative of the Aero Club of America.

(Continued from page 1)

A short business meeting was held before the talk, and the men of Course IV, second year, were voted into the society in a body. After the talk the men ate, drank and made merry until 9.45, when the gathering broke up.

ESPERANTO.

The New England Esperanto Association took its annual outing in the Arnold Arboretum yesterday. It was an interesting trip though the weather looked threatening—that is to say, pluvos "Leu vi promenas," said Mr. Lee, president of the society, as he met the members at the Back Bay Station. The twenty-five members understood him to mean "Will we go walking," and immediately acquiesced. Of those in the party, some were lernejstroj, others lernejestrino, while still others were aferistol. The weather did look pluvos, but the most of them were provided with ombreloj. "Mi desiras acheti biletton al Forest Hills," said one young Esperantist. "Huh?" said the ticket agent and also some things not included in the Grammar Esperanto.

After leaving the train the party arrived at the Arboretum, and then the air rang with cries of "Bela arbo," "Vidu bela arbo," and the like. All went well until the ombreloj were called into service, and then some one remarked that they had better "rapidu malsekigos," so everyone hastened to the station again.

COLLEGE NEWS.

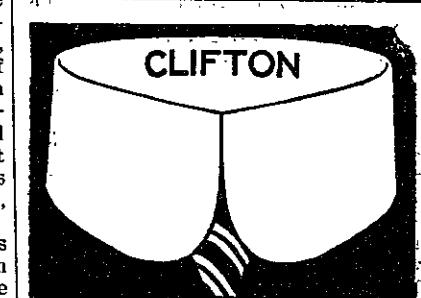
University of Missouri Freshmen are forced to carry the suit cases of upper classmen when they arrive on the trains.

The inter-class meet between the Freshmen and Sophomores at Amherst went to the Sophs by the close margin of three points.

Michigan has offered a prize of \$100 for a new football song.

Columbia now ranks first among American colleges in enrollment. The total registration is 7058, an increase of 456 over that of last year.

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(Continued from Page 1.)
the Freshmen entered none qualified.
N. D. MacLeod 1913, did not need his handicap of nine inches in winning the shot-put, with a distance of 34 feet 9 inches. The scratch man, J. L. Bray 1912, put the weight 33 feet 8 inches.

As was expected, L. G. Metcalf 1912, took first in the hammer event, with J. L. Bray 1912, second. The third man was N. D. MacLeod. Distance, 112 feet 1 inch.

In the discus, W. D. Allen 1911, received first with an actual distance of 81 feet 8 inches added to his handicap of 28 feet. Metcalf took second, with a handicap of 12 feet.

The summary:

100-yard dash—First heat won by C. C. Clark 1911 (6 yards); C. E. Trull 1913 (scratch); second heat won by W. C. Salisbury 1911 (2 yards); J. S. Grant 1912 (2½ yards) second; third heat won by P. D. White 1911 (3 yards); J. J. Strachan 1913 (2½ yards) second; final heat won by C. C. Clark 1911, W. C. Salisbury 1911, second; P. D. White 1911, third; J. J. Strachan 1913, fourth. Time, 10 3-5 seconds.

220-yard dash—First heat won by B. S. Munch (11 yards); C. E. Trull 1913, (3 yards) second; G. B. Cummings 1911 (5 yards) third. Second heat won by C. C. Clark 1911 (12 yards); J. J. Strachan 1913 (5 yards) second; H. S. Benson 1912 (7 yards) third. Final heat won by C. E. Trull 1913; J. J. Strachan 1913, second; C. C. Clark 1911, third; B. S. Munch 1913, fourth. Time 23 3-5 seconds.

440-yard run—Won by W. C. Salisbury 1911 (scratch); T. H. Guething 1914 (scratch) second; W. R. Bylund 1913 (12 yards) third; G. B. Sampson 1913 (25 yards) fourth. Time, 53 1-5 seconds.

880-yard run—Won by E. T. Marceau 1912 (20 yards); L. O. Mills 1911 (10 yards) second; P. D. White 1911 (scratch) third. V. Ballard 1912 (40 yards) fourth. Time, 2 minutes 3 2-5 seconds.

One-mile run—Won by W. S. Davis 1911 (scratch); H. S. Benson 1912 (12 yards) second; A. S. Milliken 1913 (50 yards) third; R. M. Ferry 1912 (55 yards) fourth. Time, 4 minutes 43 1-5 seconds.

Two-mile run—Won by R. D. Bonney 1913 (80 yards); G. E. Shedd 1914 (70 yards) second; H. G. Watkins 1912 (scratch) third; E. E. Perry 1912 (85

yards) fourth. Time 10 minutes 27 seconds.

High hurdles—Won by W. J. Pead 1911 (scratch); J. S. Grant 1912 (10 yards) second; T. L. Chase 1914 (12 yards) third. Time, 17 2-5 seconds.

Low hurdles—Won by J. S. Grant 1912 (15 yards); G. B. Cummings 1911 (scratch) second; W. J. Pead 1911 (scratch) third. Time, 28 seconds.

High jump—Won by P. W. Dalrymple 1912 (scratch); R. H. Gould 1911 (2 inches) second; L. S. Hall 1914 (4 inches) third; L. O. Mills 1911 (3 inches) fourth. Height, 5 feet 7 1/2 inches.

Broad jump—Won by F. J. Shepard 1912 (scratch); T. H. Guething 1914 (3 inches) second; N. D. MacLeod 1913 (6 inches) third. Distance, 19 feet 2 inches.

Pole vault—Won by E. Mangan 1912 (11 inches); W. C. Salisbury 1911 (2 inches) second; W. D. Allen 1911 (scratch) third. Height, 10 feet 11 inches.

Shot-put—Won by N. D. MacLeod 1913 (4 inches); J. L. Bray 1912 (scratch) second; L. G. Metcalf 1912 (1 foot 6 inches) third; T. H. Guething 1914, (3 feet 6 inches) fourth. Distance, 35 feet 6 inches.

Hammer throw—Won by L. G. Metcalf 1912 (scratch); J. L. Bray, 1912 (scratch) second; N. D. MacLeod 1913 (20 feet) third. Distance 112 feet 1 inch.

Discus throw—Won by W. D. Allen 1911 (28 feet); L. G. Metchalf 1912 (12 feet) second; N. D. MacLeod 1913 (scratch) third; P. W. Dalrymple 1912 (20 feet) fourth. Distance, 108 feet 9 inches.

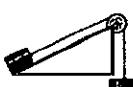
SUMMARY OF POINTS.

	'12	'11	'13	'14
100-yard dash	10	1	..	..
220-yard dash	2	9	..	..
440-yard dash	5	3	3	..
880-yard dash	6	5	..	..
One-mile run	4	5	2	..
Two-mile run	3	5	3	..
120 yard hurdles	3	5	..	2
220-yard hurdles	5	5	..	..
Hugh jump	5	4	..	..
Broad jump	5	2	3	..
Pole vault	5	5
Shot-put	5	..	5	1
Hammer throw	8	..	2	..
Discus throw	4	5	3	..
Total	53	51	32	14

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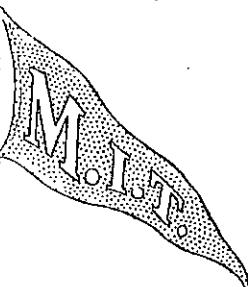
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PROBLEMS IN SECOND YEAR PHYSICS.

Sections X₁ and X₂.

Due Monday, October 24th, 1910.

Nos. 88a, 90, 92, 99 and 100 in last year's problem sheet.

1. If a train running 60 miles an hour is brought to rest in 20 seconds by the application of the brakes, what is the acceleration? How far does it go after putting on the brakes?

2. The Eiffel Tower is 340 meters high. How many seconds will elapse before an arrow, shot upward from the tower with a velocity of 60 meters per second, reaches the earth?

3. How far will a body fall in vacuo during the time in which its velocity increases from 88.55 feet per second to 136.85 feet per second? How long is this interval?

4. A stone is dropped over the edge of a cliff and 4.16 seconds, after the sound of its striking is heard. Find the height of the cliff if the velocity of sound is 330 meters per second.

5. An electric car starts from rest and in 8 seconds is traveling at a rate of 25 miles an hour; this speed is maintained constantly until within 300 feet of the next stop. Find the acceleration (a) at starting, (b) at stopping, and also the total time between stations if the distance is 1 mile. How much of the distance is traversed at uniform speed?

BASKETBALL.—Owing to the non-return of A. T. Bennis, the position of basketball manager is now open. Any men wishing to try for the position will please communicate with T. B. Parker 1911, Captain.

ART MUSEUM.

Free tickets of admission to the Museum of Arts for the year 1910-1911 will be issued to students upon application at the ticket office at the entrance to the Museum.

H. S. STORY, Curator.

British Empire.

All new students from any part of the British Empire are requested to give their names at the Cage for THE CHAIRMAN, 11 British Empire Association.

The Amherst Dramatic Association is to give "Romeo and Juliet" this year.

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Theatre Tickets.

Seats for Tech Night at the theatre will be on sale in Rogers corridor from today until Friday, October 28, from 1.20 to 2 o'clock. Those not obtaining seats before Friday, October 28, from the theatre committee, will be compelled to go to the box office for them. No seats reserved without payment.

EPISCOPALIANS.

The first Tech corporate communion for the year will be held in Trinity Church, Sunday, October 23, at 8 o'clock A. M. All Episcopalians are urged to come.

EPISCOPALIANS.

All Episcopalians are requested to fill out the following coupon and hand it to F. R. K., 42 Walker.

Name

Class

Address

ALL associate editors, news staff and candidates for The Tech will please report in the upper office daily at 8.45 A. M.

LOST—Leather bound, loose leaf note book, belonging to William N. F. Flanders. Name in front. Finder please leave at Cage. Reward. William N. Flanders, 264 Newbury street. 15-19

Two thousand five hundred and thirty-five students at the University of Pennsylvania engaged in athletics this year.

Walter Camp, Yale's chief coach, who has been touring the West looking over the various college teams of the Pacific coast, has left for New Haven on the summons of a telegram saying that his services are needed at Yale.

At the Stevens Institute of Technology the class of 1913 easily defeated the Freshmen in the annual field meet. The final score was 76-31.

The Apollo

"The Chocolates
that are different."

For Sale at the Union.

The Longfellow Dining Room

150 St. Botolph Street
C. J. LADD

21-Meal Ticket, 7 Breakfasts, 7 Lunches and 7 Dinners, \$4.50.
14-Meal Ticket, 7 Breakfasts, 7 Lunches, or Dinners, \$3.50.
7 Dinners, \$2.25; Breakfasts, 35c.; Luncheons, 25c.; Dinners, 40c.

OLD ESTABLISHED

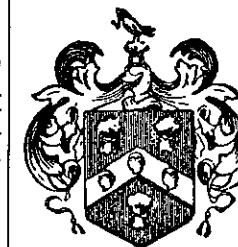
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Best Board in Back Bay.
Reasonable Rates.
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Lunch, 12 to 2	25c
Table deHote 5 to 7	35c
\$5.50 Meal Ticket	\$5.00

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